



South Coast Air Quality Management District

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November 7, 2007

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Honorable James Ghielmetti, Chairman
California Transportation Commission
1120 N. Street
Sacramento, CA 95814

Dear Chairman Ghielmetti:

I am writing to convey support by the South Coast Air Quality Management District for funding of grade separation projects through the Proposition 1B Trade Corridors Improvement Fund (TCIF). The SCAQMD staff appreciated the opportunity to provide comments regarding selection criteria for TCIF projects. As SCAQMD staff stated at the recent workshops held by Secretary Bonner, the agency supports funding of projects that both reduce congestion *and* achieve air quality benefits locally and regionally. On April 6, 2007, the SCAQMD Board, with all members present, unanimously approved the attached resolution including recommendations for expenditure of Proposition 1B funds. The resolution states in part that "*Expenditures for rail infrastructure shall give highest priority for grade separation projects.*"

Grade separation projects provide a true win-win by reducing congestion at rail crossings, cutting emissions from idling trucks and other vehicles, and improving rail velocity. The need for these benefits is critical and is increasing as the number and length of trains grows. We expect the emissions benefits resulting from reduced idling at crossings will help cut both regional "criteria pollutant" levels and local diesel particulate matter concentrations from idling trucks.

Given the magnitude of the funding requirement for grade separations, every available funding source should be considered. For all of these reasons, I urge you to make funding of grade separations a high priority as you decide upon the expenditure of TCIF funds.

Thank you for considering these views. Please do not hesitate to contact me or Barry Wallerstein, Executive Officer, (909) 396 2100, if you have any questions.

Respectfully,

A handwritten signature in dark ink that reads 'Wm A Burke'.

William A. Burke, Ed.D.
Chairman of the Board

Attachment

RESOLUTION NO. 07-07

Resolution of South Coast Air Quality Management District Expressing Conditions for Funding Projects with Proposition 1B Funds in the South Coast District

WHEREAS, the voters of the State of California approved Proposition 1B - The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 in the November 2006 election providing \$19.9 billion to improve traffic congestion, goods movement, and air quality;

WHEREAS, the California Legislature is currently working on several legislative proposals to appropriate and direct the expenditure of Proposition 1B funds;

WHEREAS, the California Air Resources Board is the implementing agency for the \$1 billion Proposition 1B funding for air quality improvements, most of which should be directed to projects in the South Coast District;

WHEREAS, the California Transportation Commission is the implementing agency for the State Transportation Improvement Program, funding from which should also be largely spent in the South Coast District;

WHEREAS, the Governing Board of South Coast Air Quality Management District has developed numerous funding programs and policies for projects in the South Coast District to ensure that funding is optimally deployed to meet air quality goals in the South Coast District in a manner that is consistent with the Legislature's priorities, including environmental justice policies.

NOW, THEREFORE BE IT RESOLVED, that by adoption of this resolution, the South Coast Air Quality Management District, communicates these conditions to the California Legislature, the California Air Resources Board, and the California Transportation Commission and urges them to follow these criteria when selecting projects in the South Coast District funded from Proposition 1B:

- A. Port-Related On-Road Infrastructure.** Any expenditure for highway, bridge or other on-road infrastructure associated with port traffic shall be conditioned upon adoption of a program to turnover substantially all port drayage trucks to current emissions standards for new vehicles by 2011, and full funding of such programs through port user fees or other equivalent mechanisms.
- B. Environmental Analysis.** All funded infrastructure projects shall undergo full CEQA analysis and shall demonstrate, consistent with Administration policy, simultaneous and continuous emission reductions consistent with the most recently adopted air quality plan


- C. Rail Infrastructure.** Any expenditure for a new or modified rail infrastructure shall be conditioned on —
1. all diesel-powered switcher and helper locomotives being 90% controlled beyond Tier 2 standards for PM and NOx by 2011, and using 15-minute idle restrictors and only ULSD fuels after 2007, and
 2. the fleet average of all long-haul locomotives being 90% controlled beyond Tier 2 standards for PM and NOx beginning in 2012 and fully implemented by 2014, and using 15-minute idle restrictors and ULSD fuels after 2007.
- D. Port-Related Railyards.** Any expenditure for a new or modified railyard shall be conditioned on the yard being on-dock or in areas remote from residences, schools and other receptors.
- E. Rail Project Priority.** Expenditures for rail infrastructure shall give highest priority for grade separation projects.
- F. Rail Matching Funds.** Any expenditure for a new or modified rail infrastructure shall be conditioned on railroads providing a substantial match for such funding.
- G. Construction Equipment.** Any expenditure for projects involving construction activities shall be conditioned on use of lowest emitting construction equipment and fuels available.
- H. CARB \$1 Billion Expenditure Decisions.**
1. The CARB expenditure plan shall be consistent with Environmental Justice criteria in AB 1390.
 2. Funding criteria and protocols will be the same as those applicable to expenditures under the Carl Moyer program.
 3. CARB may pass through funds to air districts, local governments or ports.
 4. The expenditure plan shall give first priority to mitigating the air quality impacts of goods movement and achieving emission reductions needed to attain federal ambient air quality standards.
 5. CARB shall undertake a public process in determining all expenditures, including at least one public hearing.

AYES: Antonovich, Burke, Campbell, Carney, Loveridge, Ovitt, Perry, Pulido, Reyes Uranga, Wilson, and Yates.

NOES: None.

ABSENT: None.

April 6, 2007
Date


Rose Juarez, Sr. Deputy Clerk